of ice, which, for all purposes of navigation, has not been completely penetrated, unless we may allow that Capta a Scoresby accomplished it in 1817 to the west of Spitzbergen, or Captain Hall in 1872, or that, as has been claimed, whale sups have casually done it, for it is asserted by the old Dutch navigators that whaling vessels have sailed to various degrees of latitude beyond Spitzbergen, and there is extant an old Dutch chart which places a ship at the North Pole, and one even be-

THE OCEAN CURRENTS. In this connection it is not unimportant to take a passing glance at the ocean currents. Although the Guif Stream is in reality lost in the middle of the Atlantic Ocean, there is a steady drift of waters to the north and east in consequence of the prevailing southwest winds in the North Atlantic region. The effect of this drift is to carry the ice to the northeast, and hence the sea is iree at all seasons far beyond the North Cape of Norway. and very little ice is at any time encountered below the southern capes of Spitzbergen. But here the greatest obstacles to navigation have always been met; and it was a knowledge of this fact which, long ago, led me to the conclusion that from Spitzbergen to Nova Zembia there was an almost continuous line of land. This land has at length been actually discovered and partially surveyed by those accomplished and indefatigable explorers, Messrs. Payer and Weymprecht, both of whom, as I understand, pronounced against the existence of an open Polar sea; but, unhappily, they were unable either to cross over or pass through any channel dividing portions of this land to its northern boundary. Could they have done so, they would, as I behave looked out upon open water, as Kane did, and as I did, from the shores of Kennedy Channel. Now the current in this latter channel sets steadily southward, and I have always asserted that the true scheme of Arctic navigation is in the direction against the current, and not with it. My triend, Captain Silas Brent, has advocated a theory that by following the current, which sets northward from the Pacific through Behring Strait, and in like manner from the Atlantic In the direction of Nova Zembia, we would find the true gateways to the Pole. But this, I can out think, is reasoning from an imperiect considerahon of the nature and conditions of the ice. When the ice drifts away to the south it is rid of, and Baffin's Bay is almost wholly free from ice juring the latter part of every summer. The same, as I nave shown, is also in a great measure true of Smith Sound, except as the ice is packed upon the Greenland shore. Ice, it is true, may be detached from the extreme northern shores Greenland and the islands beyond Grinnell Land, and, by drifting with the current south, may block up Kennedy Channel and prevent a passage; but this, as I have shown, did not take place in 1854 nor in 1860, nor (unless in Robeson Channel) in 1872. This is, as I believe, the true route to the Pole. Certain similar conditions are observed north of Benring Strait, where we find a large body of land in a line of a southeasterly setting current, and in the lea of which a vessel might probably make its way into

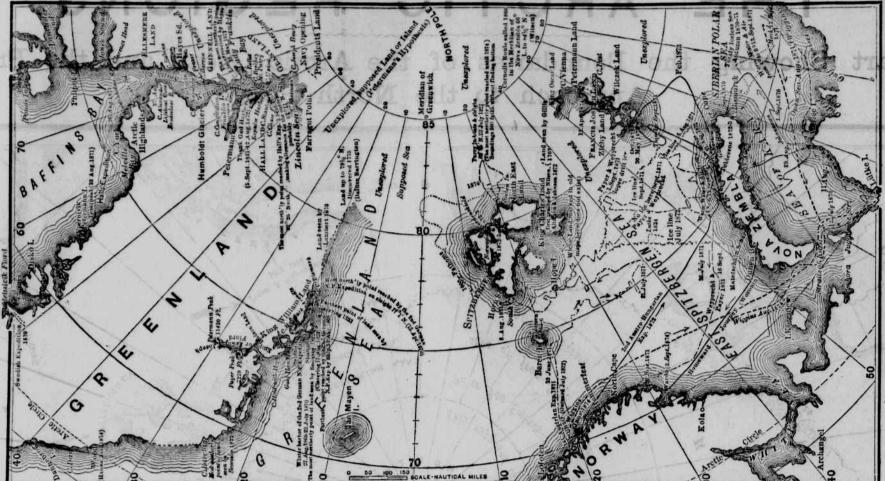
the Polar Water. AS TO THE GENERAL SCHEME of the Smith Sound route my plan has never hanged. The following is a very brief enumeratou of its advantages :- First, land is a base of perations; second, the certainty of open water at least as lar up as the entrance to Kennedy Chanael; third, in any event the opportunity to colonize a party of hunters and natives on the Greenland side of Smith Sound, and to perform sledge ourneys beyond that in the spring. The first of these has already been touched

apon, and its importance will be manifest to anybody. With respect to the second I have twice shown by personal experience that open water probably exists on the west side every season up to the early part of september, which is the mos: open season. As to the third, the colony was the key to the plan which I formed while on the spot in 1860-81, and which it was my intention to carry out in 1862, and should have done so had it not been for the war. Had I been able to return that year I would have started with two vessels-one a small steamer, the other a sailing vessel for a storeship. Pushing through Bamn's Bay-a feat which can be accomplished any year without diffisuity in the month of August-provided always that the old exploded theory is avoided of bugging the land ice-I would then steer for my old harbor at Port Fourke, just inside Cape Alexander, on the Greenland shore. Here I would secure the auxiliary vessel, construct temporary houses for the hunters, land the stores and set people to work collecting game and preparing for a prolonged stay. It would not be necessary to retain the storeship. She might be sent home, and in this there would be no more difficulty than in ing her across the Atlantic. A sailing ship can go and come from Smith Sound with ease and safety. The so-called "middle ice" of Baffin's Bay is altogether a delusion. I have passed it under sail in fifty-five hours a distance of 300 miles, and again in forty-eight hours, and, if the rule I have laid down of avoiding land toe is adopted, in nine cases out of ten the ship might come and go without meeting ice enough to endanger even the most unprotected vessel. For the purposes of a storesnip a salling vessel is indeed better than a steamer, inasmuch as she will carry more freight, and steam, up to the mouth of Smith Sound, is not essential.

DETAILS. Having secured the colony, as a base of support and supplies, and of security in the event of disaster, I would push on with the steamer, and, reaching the west coast, would enter Kennedy Unannel and Robeson Strait. And once in Robeson Stratt I believe I should find a practically navigable sea beyond. Failing, however, to get through, as Captain Hall did, I would have a new point of departure: and, even in the event of the wreck of the Bleamer, I believe the Pole could be still reached with poats, which, after being dragged on slede over the ice beit, would be as svallable as a ship, while at the same time, in the event of a great misjortune befalling the expedinew organization and the whole expedition would not have met with irreparable disaster, as was the case with the Polaris enterprise. to the time of leaving the colony at Port Foulke, I should think about the 20th of August the mest tavorable, for only from that time to the middle of September are the waters of Smith Sound and the channels and seas become navigable. The early part of September is the most invorable period of the year, and there is no use in attempting the navigation of Polar waters in any quarter before the 1st of Angust. I can but think the risks run by previous expeditions in pashing into Melville Bay so early as June, as they have done, is a great mistake. Wait until the ice is completely broken up and rotten; strike out instead of delaying jor a month or two, as many of the Engitsh expeditions have done, keeping tonstantly in sight of the snore, and never abantoning any shore leads. This advice is based on

Such was my plan eighteen years ago, and it is my plap to-day. I believe it reasonable, and experience convinces me that it is quite practicable. even believe that the chances of success are greatly in lavor of the first part of this scheme: that is to say, that the ice-beit can be broken through with a steamer, the open sea navigated, and the Pacific Ocean reached by the way of the North Pole. This, I say, is possible and even probable, though the North Pole itself should be the objective point of the enterprise. The risks attending a further prosecution of a votage toward Strait would be, in all probability, much greater than that attending the entrance from smita Sound.

THESE VIEWS in substance I expressed to the Geographical Society in a paper read before them in 1857. I have repeated them ever since, and, had I been anie to carry out my original plan of a small steamer and an auxiliary sailing vessel, I have not the least doubt that I would have reached the North Pole in September, 1869; and if the English, who are to follow upon my track, will be governed will have a comparatively easy task before them. and one involving very little risk of life or serious -that is, of course, provided the season DETAILED MAP OF THE RECENT AMERICAN, GERMAN AND AUSTRIAN ARCTIC DISCOVERIES.



proves ordinarily favorable. In the event, however, of inability to push through Smith Sound with a steamer, and the work devoives upon sledge and boat expeditions a large force and a well organized plan will become necessary. Then a system of depots will have to be established, and this can only be done enectively by a large body of men. I say men, because dogs, which are the beasts of burden native to the region, are of very doubtful utility for any permanent hard work. They are good for swift travelling, but are interior to men as mere transporters of stores; besides they consume more food, and will not drag as heavy a burden each. As a rule the English searchers for Sir John Franklin, gragging their own sledges, have performed better work than the journeys generally made with dogs, although I may mention that I have once, over horrible track, accomplished near y 1,300 miles in sixty days with a team of very inferior animals.

In this connection it may not be inappropriate for me to observe that the greatest benefits may result from international co-operation, and this I most heartily desire may be accomplished. If the English would, as is proposed, as I understand by themselves, acandon their project for the present year and give time for other nations interested in the matter to lay their plans, I think that a sumcient force could be gathered in Smith Sound next year to positively insure success, no matter what emparrassments might come to the summer navigation. Your suggestions in this respect are timely and admirable.

ON THE PART OF THE GERMANS there is a decided inclination to once more try conclusions with the ice on the east side of Greenland, and there has been talk about an expedition by way of Benring Strait. In any event I should hope for a well adjusted plan of co-operation from every quarter. Geographically speaking, the most interesting part of the unexplored regions of the North ites immediately to the eastward and the westward of smith Sound. Should the Germans succeed in forcing their way through the ice in their invorte direction I can conceive of the probabilities of their meeting with any expedition that might go through Smith Sound to the ex-treme north coast of Greenland. For I believe that the general position of the coast of north Greenland is already established. That it does not trend away to the eastward beyond latitude seventy-five is abundantly shown by the fact that the ice, under the influence of the southerly setting current and the northern wind, is jammed upon the shore, a fact which proves conclusively that the and trends to the northwest. I do not, therefore, think the route in that direction as promising as the other. I think it probable that there is and northwest to Washington Land, which forms a great reservoir, as it were, for the southerly setting ice. To the westward of Grinnell Land. toward Prince Patrick Land, there is a similar reservoir with a similar setting correct, both of wind and sea. These regions are separated by Smith Sound and its continuing channels, and with, as I have observed, land as a basis of operations, nere I believe a higher latitude can be attained by persistent effort than by any effort from any

THE ENGLISH AND AMERICAN SEARCHERS for Franklin have brought the system of travel with sledges down to such a fine point that very little need be said-the principle being light sleds. concentrated lood, warm clothing and little extra baggage—the snow hut of the Esquimaux being used for night shelter. In my longest fourneys have never carried more than ten pounds of extra baggage to the man, and never used a tent nor other fire than a small lamp and furnace for cooking. The food should be carefully prepared at home, and nothing is better than the ordinary pemmican, which is but dried meat mixed with fat and hermetically sealed in cans or kegs. The idea of subsisting upon the resources of the country should not be entertained for a moment. And no one should pride himself upon being able to live after the fushion of the natives, who eat enormous quantities of fresh animal food, offentimes quite raw. The question of getting to the North Pole by sledge and boat is a question of science, and depends, as much as upon anything else, into how small a space one can crowd a cay's rationa. Half a pound per day of prepared meat, with a little bread, I found to be a sufficient ration for any man the coldest weather, satisfying hunger as well as the peeds of pature. Under similar circumstances an Esquimaux, upon his own diet of seal flead and bluober, would not sustain himself on much less than twenty times that quantity. If the question of getting to the Pole depends upon sledges and poats, there cannot be too large force of men, for the depot system, up to the bignest point of land, will become an absolute ne-cessity. It was through the mere lack of physical force in my ship's company that I was not able to get my boat from Port Fonke to the Polar Sea in 1861. Fifty mea could have accomplished all that I desired, while ten could not, and the excessive labor ultimately broke them down, and I was compelled to abandon my plan of a boat voyage to the Pole, which I am more than ever convinced can be made from the open water of Robeson Strait. THE ROUTES.

I have not failed on all proper occasions to present to the public the great advantages of Smith Sound route to the Norta Pole. I have done this against the judgment of the distinguished geographer, my iriend, Dr. A. Petermann, of Gotne io, in discussing the question, declared Smith Sound to be a mere cul de sac, an hypothesis for which there is no more evidence than there is for his projection of Greenland across the Arctic to Benring Strait. I have done it also against the general doubt of the existence of an open Polar Sea. It is grattlying to see at length that they are coming to my way of thinking. Dr. Petermann lops of the end of his imaginary Greenland and concedes that Smith Sound leads into the Arctic Ocean, and the English and Austrian Arctic explorers unite in saying, after a long period of unbelies, that smith Sound is, after all Bose to prove their with by an experiment.

A NEW EXPEDITION. Now, let us have by all means a new Polar Expedition, to co-operate narmoniously with the English in the field which is ours by right and is so conceded by every nation. No known land upon the globe stands so near the Pole as the land there discovered by Americans, and this land bears American names. We find there Grinnell Land and Grant Land and President Land and Washington Land, and we have Robeson Strait and Kennedy Channel, and we have Cape Jefferson and Cape Constitution and Cape Union, and we have our day fonting nearer to the Pole than any flag has ever been planted upon the land, and this, too, within less than 500 miles of the Pole I do not believe that the obstacles in the way of the accomplishment of these 500 miles are so serious as is generally supposed. I know by experience what 500 miles of travel in that region means, for I have made it twice over with sleds in Smith Sound, and with open boats have made 1,000 miles of travel through ice and over the ice in Baffin's Bay. The conditions of the sea and air cannot be more severe in the immediate vicinity or the Pole than in the regions which I have traversed, and, indeed, there is very strong evidence to prove that the climate about the Pole is more mild than twenty degrees further south, while I am equally persuaded there is less ice and more water, which, by its contact with the air, produces a modification of the climate. During my journey northward from Port Foulke, across Kane Basin, I encountered a steadily increasing temperature, which was more rapid than the corresponding increase that took place on board the vessel, as was shown by a subsequent comparison. This, however, is only one of a multitude of facts tenging to confirm a theory, long entertained, that the culdest spot on the earth is not the North Pole. The climate at Polaris Bay was very moderate, according to the meagre rejorts which we have from the Polaris Expedition, and the sea did not close up until long after the winter had fairly come upon the party. The vegetation seems to have been quite rich, presenting a striking contrast to the meagre vegetation of the Greenland coast jurther south, while musk oxen, which have become extinct in the vicinity of Smith Sound, were discovered by the Polaris party, in considerable numbers, browsing upon the rich pasture lands which were discovered. CONGRESSIONAL AID.

I cannot think there is any doubt that, if the subject be properly presented to the congress of the United States, a sufficient appropriation will be made to continue this line of exploration, in ous in a peculiar line of scientific research, and I think it would be a pity to allow any other nation to step in and reap the reward which seems only to be awaiting another effort. To see England take up this American route alone, and to see her swallow it without division is, I confess, something of a mortification, especially when I consider that no corresponding project is at present under consideration by the American government. The cost of such an enterprise would not be great-a mere trifle compared with the good results to come; and as for men, the navy, conspiculus for its gallantry, intelligence and public spirit, possesses officers like Commanders Greer and Merriman and Lieutenant Commander H. C. White, whose experience in connection with the Polaris search has qualified them for such an enterprise. Indeed, you could pardly go amiss in the selection of officers, as well to command as to take subordinate places in the organization of such an enterprise, while as for crews they could be obtained for that service more readily than for any other. The vesseis are aiready made to hand. Newtoundland possesses a fact of fine steamers of about 300 tons each built expressly for the Arctic seal fisheries. Sheathed with wood and iron and with a sould iron cutwater they are able to penetrate the ice with but little risk. They are built upon a model which admits of their rising under pressure rather than have their sides stove in, as was the case with the Polaris, which, constructed without any view to such Arctic navigation, although strengthened as perfectly as any vessel could be strengthened and fitted in every way worthy of the government, was totally unfit for ice encounters, and, therefore, with the first shock she went to pieces. The value of these ve-sels is not above \$50,000 or \$60,000, and I think it a misfortune that when the government had the Tigress, which is one of the pest of the fleet, in their possession, she was not retained for inctner enterprises of this character. Any one of these vesseis, however, could undoubtedly be readily secured.

As for myself, it is well known to those interested in Arctic explorations that I have not lost any of my interest in the subject, and that if an expedition should be organized by private means I stand ready and willing always to take command of it and to lead it into the field of my old conflicts. If Congress should appropriate the funds to organize an expedition under the auspices of the navy, the command Would, I suppose, naturally devolve may be done, I stand ready at any time to give my nearty cu-operation, whether it be in practical advice or in practical work.

SMALL REWARD FOR HONESTY.

Adolph E. Schneider, a young man employed in store No. 2 Astor House, picked up in troat of the Central National Bank, corner Broadway and Pearl street, at two o'clock yesterday alternoon, a large envelope containing sixty-lour \$1,000 sinking fund bonds of the Union Pacific Ratiford, the market value of which is over \$70,000. Young the market value of which is over \$10,000. Young Schneider, on examination, discovered the supposed owners, C. J. Osofra & Co., bankers, No. 34 Broad street, and at once took the package there, industry the firm in much excitement over their lose, telegraphing all over the spuntry and their printers at w.rk on circulate printing \$1,000 reward. After receiving from the honest boy's heads their valuable property they esolit dismussed him with \$100. THE CENTENNIAL.

EX-GOVERNOR BIGLER ON THE PHILADELPHIA TEA PARTY-A FEW OF THE GOOD THINGS WHICH IT WILL ACCOMPLISH.

Ex-Governor Bigler, who has returned from Philadelphia to his old quarters at the St. Nicholas Hotel, was out all day yest-rday seeing our nabobs, with a view of drawing out of their canaclous pockets some of those numerous thousand dollar bills which they love to tile there. He had been away in the Onaker City to attend the great tea party, a full account of which was given in these columns. This party, it will be remembered, was given for a very practical purpose. To drink tea for sociability's sake is all very well; but to realize money for the Centennial, and thus help to insure the success of the most patriotic enterprise in this country, is better. What he said of its financial success will appear of more than

ordinary interest. "Do you think much money was realized by It?" sked the writer.

A GREAT POPULAR SUCCESS. "I don't know whether the amount realized was very large ohe," the old gentleman replied. "So far as all the elements of a great popular success are concerned, it certainly possessed them all.
An enthusiasm, a patriotic solicitude for the success of the Centennial was manifested which reflected credit upon all who took part in the demonstration." "But you don't think that a large amount of

money was realized?"
"As I said before, I really cannot tell. However, the amount was probably not very large, as you could see at a glance that it was an affair which must have involved a great outlay of money."

"How is the work on the buildings going on?" "While the last Arctic spell lasted, no work of course could be done: but since the weather has moderated the grounds have been thronged with "On what building are they working now prin-

"Principally on the art gallery. They are set-ting the granite now. The work is proceeding

with very great vigor indeed." CENTENNIAL PICTURES

and drawings are in great demand it seems, for the lew at the city office of the Centennial Commission are being applied for with great eagerness by many Europeans, who wish to send them to their business triends in the Old World. Yesterday alternoon an Euglish gentleman, among others, called at the office and was perfeotly delighted at seeing one of these be viewed with very great interest in London. He gave it as his opinion that the number of Englishmen who would attend the Exhibition in Philadelphia would be very large, as there were many people, he said, who were just waiting for a good opportunity or "a good excuse" to pay a visit to this country. He was the representative of a large machinery manuacturer in London and said his firm would probably apply for a considerable amount of space. Some of these drawnings were sent even to Sweden during the last few days, and a few are to be transmitted to Japan or China.

IDAHO TERRITORY,
which has sent quite a large contribution of money, for her, to the Centennial Board of Finance, will have an interesting exposition of migerals at be viewed with very great interest in London

which has sent quite a large contribution of money, for her, to the Centennial Board of Finance, will have an interesting exposition of minerals at the Centennial Exhibition. Under the direction of Mi. Thomas Donaidson, a vast number of specimens of gold and silver ores have been collected all over the Territory, and some 120 boxes filled with these precious metals are ready for shipment to Philadelphia. It is rather, a humiliating fact that Idano, that poor and out-of-the-world Territory, scarcely fully reclaimed from barbarism, should have siready contributed her quots (on the oasis of the Congressional estimate), while wealthy and luxurious New York is would be her shire. "If New York would do as well as Idaho has done," the Financial Agent remarked yesterday, "the managers would be very well as idano has done," the prinancial Agent re-marked jesterday, "the managers would be very well satisfied." It will certainly not redound to the credit of the Empire State when the lact is puo-lished to the world that, considering its wealth, it has done less for the Centennist than idano

lished to the world that, considering its weath, it has done less for the Centennial than idaho Territory.

GERMANY'S INTEREST in the Centennial than idaho Territory.

In the Centennial is constantly growing and the applications are increasing every day. It is a noteworthy lact that the Fatherland manifests more interest in this American event than any other of the European countries, England not excepted. The Germans of this country devote also much attention to the Centennial. The address by the leading citizens of New York and the other documents of interest which have been printed by the centennial commission have all been translated into the language of Schiller and Goethe and obtained wide publicity. A German gentleman called yesterday at Mr. Bigler's office and applied for these German translations in order to send them home to the Fatherland. He said that many of the German-Americans now residing abroad—and they numbered several hundreds—would be certain to come back on the occasion of this great American celebration, which had created much attention among them. There is another interesting ract which should be mentioned in this connection, and that is that

EVERT AMERICAN ABROAD

Ought to return to his native land next year, in order to witness the crowning event of this century in America. Among faces there are many who, among the dissipations of Paris, among the land of their birth, and it is to be hoped that the Centennial will prevent their patriotic love for America from dying out completely by calling them back again to these shores. The Centennial premis to the Rinne provinces, have almost long then the sountry by milions and milions every year, will be very sight ludged in 1876. The Centennial will be very sight ludged in 1876. The Centennial will be very sight ludged in 1876. The Centennial will be very sight ludged in 1876. The Centennial will be very sight ludged in 1876. The Centennial will be very sight ludged in 1876. The Centennial will be very sight ludged in 1876. The Centennial will b

ST. PATRICK'S DAY CELEBRATION.

A meeting of the officers and delegates of the various divisions of the Angient Order of Hibernians was held jast evening at the New York Assem biy Rooms, First avenue and Twenty-second or st. Patrick's Day, on the Ith of March. terence Reilly presided and Lawrence clinton acted as Secretary. The names of the marshale dioded from each of the thirty-two divisions were announced, and the usual instructions regarding their duties, &c., were given. M. P. Campbell and T. Dorsey were sejected as marshals of the order, and the Grand Marshal will be closen at the sett meeting. WALL STREET NOTES.

A GENERALLY QUIET DAY-WESTERN UNION SEEKING A NEW LOAN-CENTRAL NEW JERSEY'S EXHIBIT—UNION PACIFIC EARNINGS— THE DENVER AND RIO GRANDE RAILWAY. The street was less sensationally acted upon

yesterday than the day previous, and the stock market and foreign exchange showed a better tone, while gold was weaker.

OSSA UPON PELION. The Western Union Telegraph Company are, it is said, enga ed in an effort to negotiate a new loan (amount not stated) through Morton, Bliss & Co., of this city, and Morton, Rose & Co., or London. It will be recollected that the company has recently negotiated a loan of \$5,000,000, which was to take up former loans, due November next, amounting to something like \$4,500,000. The inference of the street upon this matter was that Western Union was becoming embarrassed by accruing responsibilities on contracts connected with the new building, and were also seeking to make provision for the necessity imposed upon them by the Atlantic and Pacific opposition to reducing their rates without passing their next quarterly dividend, now nearly due. Of the truth of these "Wall street rumors" those familiar with the financial record of the company public. It is well to state that upon inquiry at the office of morton, Biss & Co. the effort at nego-tiating the new loan was acknowledged without explanation. can judge more intelligently than the general

explanation.

OENTRAL BAILBOAD OF NEW JERSEY.

The report of the operations of this company for the year 1374 is just published, from which the following is extracted.

SERVICE OF THE BOAD.

The service of the whole road, as compared with that of the previous year, has need as follows:—

Miles run by passenger 1873. 1874.

Miles run by merchandise 1,116,730 1,023,895 Dec. 172,616 Total by transportation 5,001,478 4,813,278 Dec. 188,270 Miles run by wood, gravel and construction trains. 265,247 259,810 Inc. 4,563 Total miles run by trains 5,263,725 5,683,018 Dec. 183,707

PASSENGERS, FREIGHT AND COAL.
A comparison of the passenger business of the year 1874 with the previous year gives the following results:—

A similar comparison of merchandise business gives as follows:— 1872. 1874.

The merchandise traffic has suffered more from the panic than either the passenger or coal business.

THE PROFIT AND LOSS ACCOUNT It has been depited as follows:-

Ordinary expenses. \$4,140,601 18
Rent of Lehigh and Susquenanna
Ratiroad. 1,128,433 83
Interest account 87,490 26
State taxes 76,450 of the County of the Co Balance to credit of reserved fund ...... \$455.369 32

Balance to credit of reserved fund ....... \$455.569 32

BUSINESS OF THE YEAR.

The business of 1874 has felt sensibly the panic of 1873, and the receipts have lailen of \$201,735 16. The expenses also show a reduction, though not to the same extent, being \$74,955 02. The passenger business has more than held its own, and increased \$104,936 09. Meronandise ireight has falten off \$325,002 43, and co if receipts \$99,185 48. Everythink has worked smoothly on the road.

REPORT OF THE UNION PACIFIC EARNINGS.

The Union Pacific Railroad Company have just issued their annual report to the loinowing effect:—The company own the following securities:—To thirty per cent of the par value of the stock, cash and cash items, \$103,000; due from United States government, \$99,885 64; Colorado Central Railroad stock and bonds, \$3,485,000; Etan Central Railroad stock \$300,000; Utan Northern bonds, \$36,620; Omaina Bridge bonds, \$5,161 35; Union Pacific Railroad stock, \$300,000; Utan Northern bonds, \$36,620; Omaina Bridge bonds, \$2,440,030; St. Louis, Council Bluds and Omaha Railroad bonds, \$3,244; Atlantic and Pacific Piegraph Company's stock, \$2,450,030; St. Louis, \$29,211 31; Washington County (Nebraska) bonds, \$15,000; Bouglas County (Nebraska) bonds, \$15,000; Douglas County (Nebraska) bonds, \$15,000; Douglas County (Nebraska) bonds, \$15,000; Douglas County (Nebraska) bonds, \$11,350,006.

EDUCTION IN CABLE RATES.

Some of the injerences noted in a paragraph

SIL,350,006.

REDUCTION IN CABLE RATES.

Some of the interfaces noted in a paragraph above regarding Western Union may be referable to the subjoined annuancement.

Mr. Orton, President of the Western Union Telegraph Company, has received the following telegram from the London manager of the Angio-American Cable Company:—

"On and after the 1st of May, 1875, the tariff from New York to the United Kingdom and France will be required to fity cents per word, gold. This company's word system of charging messages will be extended to the Continent of Europe and to

be extended to the continent of Europe and to all other countries, so far as this company's rates

are concerned."	ŀ
THE CONDITION OF OUR RAILWAYS.	E
The report of the Denver and Rio Grande Rail-	100
way makes the lollowing exhibit of earnings for the week ending February 13, 1875:—	1
Freight	
Gross earnings, main line 12) miles,	P
sponding week 1874 5. 420 61	

Increase, 18 1 10 per cent....... \$984 50 THE EAST NEW YORK ABDUCTION.

Thomas Lyons was on trial in the Kings County Court of Sessions yesterday, before Judge Moore, on charge of acqueting from her nome, Alice Cud-worth, thirteen years of age. Lyons was a laborer, employed by the father of Alice, who lives near Cypress Hills. Though he was married and by no means prepossessing, the couple appeared to entertain an affection for each other, a gozen letters passing between them. On the 30th of letters passing between them. On the 30th of November har, Lyons placed a ladder against the window of the gi.1's beuroom, where she had been locked in by her parents. Sue, at his solicitation, descended han arreed to elope with blus. The following morning the was discovered in a barn, where she had been shandowed by Lyons. The girt testified that he had committed an outrage upon her prior to the abjuction. The defence claimed that Alice Curworth was not a virtual girl. The jury found a verdict of guilty of abduction and concubinage, with a recommendation to

RAPID TRANSIT.

The Difficulties Caused by Many Conflicting Bills.

EX-ASSEMBLYMAN CRARY'S BILL

The popular discussion of rapid transit has induced the preparation of several bills intended to secure that longed-for and requisite boos. Some

of these have been presented to the Legislature,

and there are still others now preparing. These

bills have been prepared by an individual or by co-

teries, and not one of them has been referred to a popular association for approval. Those that are before the Legislature, or ready to be pre-sented to that body, embody only part of the details that they should embrace, and they all conflict. No attempt has been made to harmonize them, or rather to compare them so that their best features could be culled and framed into a single bill, in whose support all persons who desire rapid transit could unite. The consequence, the inevitable consequence, unless a remedy for the defects mentioned is procured, is that there will be such a division in the Legisla ture, caused by the various propositions, that no bill will be passed this session, and rapid transit will be only a project for many more months. The only remedy is, first, to learn how rapid transit can be procured by constitutional means, and, second, to unite the people in active support of & bill expressing such means. Some of the legislators appear to be acting fatuously, and some private individuals are imitating them. All these persons declare that they want rapid transit even while they urge plans, every one of which if sanctioned by the Legislature will excite litigation, and remotely deser the achievement of rapid travelling facilities. They prepare bills providing for the construction of a railway by the city, although there is a number of wealthy people, property owners, who are determined to resist the construction of the ranway by the city, and who will go as iar as the Court of Appeals to learn what are proper 'city purposes." While such an inquiry was continuing no work could be done on the proposed railway by the city's employes.

Leaving the matters reserved to above, a refer-

ence will be made to the bill which is now being prepared by Mr. Charles Crary, President of the East Side Association. In framing it Mr. Crary is assisted by Mr. Wheeler H. Peckham. That is, Mr. Crary says that Mr. Peckham and him, and the assisted by Mr. Wheeler H. Peckham. That is, Mr. Crary says that Mr. Peckham aids him, and the latter gentleman assents to the assertion. Still there is something about Mr. Peckham's manner that causes the writer to believe that the "great reformer" will bever put upon paper all that he knows about rapid transit, nor, indeed, about anything else. If he did some other people would be as wise as Mr. Peck am, and, perhaps—though thenwen forfend—just as surly. The bill which is in Mr. Clary's nands for revisal is meant for the amendment of the General Rullroad act. Among its provisions are those whose substance is given below. After a number of sections which are intended to amend the Railroad act in its general character, there comes a section which provides that the Boards of Street Opening and Improvement, or other boards having the power of opening and laying out streets, in the cities of the State, shall indicate and lay out routes for railways through such cities, and shall specify the character of the railway for each route—whether elevated, underground of depressed. The Foutes this indicated are not to be exclasively those which are needed at present; out the authorities must lay out such routes as will proonely be elected for railway travel in the future, as the cities grow. As soon as the Foutes are isid out private corporations may occupy them immediately, but each shall give a guarantee bond, to be deposited with the principal financial officer of the city, to insure that it will carry on the work of constructing a railway in accordance with the stipuitations of the act under which he competitions is that the corporation anall begin work upon its railway within inity days after it has obtained its right of way, and others are that the corporation such build the first mile of its railway, within a year, and shall constructing a railway in accordance with the significance of the city, to insure that it will carry on the work of the route, and it shall be sood to that corporation which has highest and is m

rapid transit they shall all become invalid; but, if any of them are not forested by non-user, the companies owning such charters shall, uson reorganizing under the bill within thirty days after its passage, be permitted to occupy the routes which are designated by their charters; and it such routes have been laid out by the Board of Street Opening or like suthority such reorganized companies shall have the right to them against all opposition and competition. The reorganized companies must however, do their work according to the stibulations of the oblid.

The unit is not completed, because the matter of fares is yet under discussion. This is undoubtedly one of the most important of the details that will affect the value of rapid transit to the general community. If the fare is made high the rapid transit railway will not be avaniable to the poor, and it is for the poor that such a railway should be built. Indeed, unless it can draw their patronage, it must be a initure. No long discussion is needed to prove this. It is evident that there are not enough people in the upper part of the city who can afford to pay as high as thirty-six cents a day for travening to support a rapid transit railway. The present bill provides that the fare for passage on a steam railway from the Battery to Forty-second street shall be ten cents, and that two cents shall be charged for such adultional mile. Estimating the distance from Forty-second street to the mariema kiver at four miles—the steam railway. The fare on that railway would represent to him \$2 16 per week of six days, and \$112 32 per year. This lavter sum added to the him \$2 16 per week of six days, and \$112 32 per year. This lavter sum added to the him \$2 16 per week of six days, and \$112 32 per year. This lavter sum added to the him \$2 16 per week of six days, and \$112 32 per year. This lavter sum added to the fare on that railway would represent to him \$2 16 per week of six days, and \$112 32 per year. This lavter sum added to the railway companies shall reduce their

THE FOG YESTERDAY.

A dense fog yesterday rendered travel across the rivers a matter attended with considerable danger, and caused much delay in the arrivals of business men residing in Brook-lyn and Jersey City. During the entire day he whistles were kept sounding, and this, combined with the extreme care manifested. prevented any serious accident. About ten o'clock in the morning one of the Fulton ferry boats had a narrow escape from a collision with a schooner, which was drifting up the river without any noise to indicate her presence. Her powsprit noise to indicate her presence. Her cowspire soraped along the side of the ladies cabin, causing much consiernation. On the North River side the delays were more irequent and longer continued. On several occasions the boats missed their slips on the Jersey side and were conged to put in at others. No material difference was observable in the time made by the states island boats running to the North side, and they continued their rips without intermission. The fog extended to sandy Hook and over the sound, and the steamers from Providence, Boston, New London and Stonington due in the morning did not serve,

In the streets the fog was a source of discomformand danger, the streets were suppery within and the disastrous effects of a fall were often seen in the mud-besineared garments of some passer of. The sidewaiks were dirty; the ladies' skirts were feartuily bedraggied; the bootbiacks found by parronage, for it was of no use; there was no pleasure in walking and more or less danger in riding there was no sun, no rain, no coud—only log and land and sines and dirt and general diagrast. scraped along the side of the ladies' cabin.